

DOCKS.

HONGKONG AND WHAMPOA DOCK CO.
The Dock Company are informed that the Dock Company's establishment at Whampoa, afford every facility for Repairing, Sparring, and Refitting Vessels of all sizes; the Company are also prepared to execute all kinds of work with prompt despatch.

The Dock is built of Granite, and is 550 feet long, with 520 feet of the Dock, and a breadth of 60 feet at the Entrance. It can be reached at Spring Tides, and 11 at Neap Tides. This Dock is also fitted with a Caisson, and is pumped out by steam.

The above are the only Docks in Whampoa fitted with Caissons.

There are also Two Docks, one capable of taking in Vessels of 140 feet on the keel, with a Draught of 12 feet 6 inches at Spring Tides, and 5 feet 6 inches at Neap Tides. The other, Vessels of 120 feet 6 inches at Spring Tides, and 7 feet 6 inches at Neap Tides.

The Engine House under the Superintendent of European Engineers and Boatmen, contains Lathes of all sizes, and capable of taking any sized Shaft, one Self-acting Planing Machine, Screwing Machine, with Taps and Dies complete, and Small Drilling Machines, Punching and Cutting Machines, and various other useful tools.

The Blacksmith Shop contains 1 Large Blacksmith's Furnace, and 12 Smaller Forges, fitted with Steam Blast.

The Iron Foundry contains Furnaces, capable of melting 5 tons, and Brass Furnaces for melting half a ton.

Attached to the premises is a Circular Sawmill driven by Steam, capable of cutting logs or planks of any length.

The whole under the Superintendent of experience European Foremen.

All Tools and Materials connected with Machinery kept always on hand.

Copper and Yellow Metal Sheathing, Felt, Pitch Tar, Oakum, Paints, Oils, &c., supplied at market rates.

A powerful Steam Tug, of 100 Horse Power, is always ready to tow Vessels to and from the Docks, or to Sea.

For Dock Charges and further particulars, apply to Mr. D. LARSEN, Hongkong, or to G. N. MASON, Manager, Whampoa.

If Hongkong, 4th January, 1864.

To the Editor of the "Daily Press,"

DEAR SIR,—Wishing to produce to the consideration of all who may wish to interest themselves in the progress of the Colonies, and to the formation of a Company to construct a Granite Dock in Whampoa, I beg to say that I have given publicity in my newspaper to the project of the "Prospectors" and I have the honor to forward you—I remain, Dear Sir, your obedient servant,

B. E. CARNICERO.

PROSPECTORS.

MACAO DOCK COMPANY.

CAPITAL—£150,000 in 150 Shares of £1,000 each.

A Meeting called to frame laws and appoint Directors, &c., and sign a deed of settlement similar to the "Hongkong and Whampoa Dock Company's Deed." It is proposed to lay out Mr. D. LARSEN, who is the proprietor of the Inner Harbour of Macao, situated on the Praia Manduco, and now known as "Godo de Camargo."

Together with the Four Large Houses and Twelve Godowns strongly-built, and ground appertaining, measuring in all 750,750 superficial feet for Situations of 12,000,000 paces, and valued at \$1,000,000.

A contract was made to build a Dock capable of taking in a ship with 205 feet keel and 200 over all, an entrance at the gate of 55 feet, a breadth on the inside on the top 667 feet, and an entrance at the side of 667 feet, and a depth of 15 feet 11 to 12 feet, for the sum of \$24,000.

Machine and Pumping and 5,000 Extras, and other expenses, 1,700.

Total cost of Granite Dock and building, \$25,700.

If the Proprietors think desirable, the Portuguese Government have granted permission to extend the Dock 31 feet longer, and have also granted permission to fill up a space that can be used as a wharf yard and for other purposes—200 feet by 90 feet. The extra cost for this work would be—

To lengthen the Dock 31 feet, \$5,400.

To fill up the space 205 by 90 feet, 10,300.

Total amount, \$15,700.

This would still leave an available sum of \$10,000 which could be partially used to purchase ship stores, machinery, and to send for Engineers, &c., and the balance kept as a reserve fund. Mr. S. B. RAVENHURST has consented to act as Engineer to the Company, upon a payment of 5 per cent on the cost, for his services, the Company paying his travelling expenses.

It is proposed that the payment on the Shares be made as follows—

25 per cent upon the formation of the Company.

25 per cent at the expiration of three months.

50 per cent, to be hereafter determined from the date of the second payment.

Application for Shares can be made to Mr. S. B. RAVENHURST, Manager, Whampoa, or to Mr. JAMES BADENCOCH, Manager, Whampoa.

If Hongkong, 14th September, 1863.

LAMONT'S DOCK, ABERDEEN.

THIS DOCK, built of Granite, has been in thorough working order for nearly 20 years. It is 335 feet long, with a breadth inside the coping Stone of 76 feet, and a depth of 22 feet at Spring Tides, the depth of water on the sill of the Dock is 10 to 12 feet, and at Neap Tides, from 15 to 16 feet.

Attached to the Dock are Steamers, with 2 Captains and 3 Witches, and capable of lifting 50 tons, with a depth of Water under the Shears, alongside the Jetty, enough for any Vessels at all times of Tide.

Also One Wood Dock, capable of taking a Vessel of 210 feet on the keel, on a Draught of 14 feet at Spring Tides, and 11 at Neap Tides. This Dock is also fitted with a Caisson, and is pumped out by steam.

The above are the only Docks in Whampoa fitted with Caissons.

There are also Two Docks, one capable of taking in Vessels of 140 feet on the keel, with a Draught of 12 feet 6 inches at Spring Tides, and 5 feet 6 inches at Neap Tides. The other, Vessels of 120 feet 6 inches at Spring Tides, and 7 feet 6 inches at Neap Tides.

DEATHS.

At Whampoa, on 7th Inst. ROBERT LEWIS, Surgeon, aged 42.

At Whampoa, on 7th March, ALFRED SMITH, Police Sergeant Dock Yard.

At Amoy, on the 8th Inst. Miss CAROLINE ANDREWS, of the American Reformed-Dutch Mission.

Bound Volumes of the "CHINA OVERLAND TRADE REPORT" FOR 1863.

Price—\$12.

Apply at the Office of this paper.

\$250 REWARD.

Is offered for information that will lead to the arrest of JAMES WHITE, the murderer of SAMUEL VERNON, who broke jail this morning.

He is about 35 or 6 in. in height, thin in flesh, about stoutly built. He has red hair, light eyes, white eyebrows, and no beard.

GEO. F. REWARD, U. S. Consul General, Shanghai, 14th February, 1864.

CHRONICLE AND DIRECTORY, FOR CHINA, JAPAN AND THE PHILIPPINES FOR 1864.

This work will be issued in Two Parts. PART I. NOW READY.

The Second Part will appear in a few days.

Price of both parts—\$3.

Apply at the Office of this paper.

Hongkong, 22nd Feb., 1864.

The Daily Press.

HONGKONG, 9TH MARCH, 1864.

The Garrison Sports will commence at the Race Course, this afternoon, at 2 o'clock, and will be continued to-morrow, at the same hour.

Our fourth page will be found a judicious effusion of that political mountebank, G. F. TRAIN, which will amuse our readers. The contrast between the manner in which he writes, and the logical ideas, and the firm manner of expressing the same category of ideas, is decidedly instructive. We look on the one as the Clown in the circle, the other as a theological lecturer.

The occasion of the utterance of TRAIN's last was the "breaking ground" of the projected Pacific Railway, the Atlantic terminus of which is fixed to be at Omaha City, Territory of Nebraska. The breaking ground was sojourning by order of the President on the 2nd of December, when he was met by a large number of rejoicers, and among the festivities, TRAIN's last was fired off.

Now the reader must remember that this is only for three years. We make no doubt that if we went some years back that the sums squandered by this department would amount to millions; but confining ourselves to the above "trifle," we ask ourselves all the public, and the whole of the above, streets, and bridges, are worth the above sum, to say nothing of the millions that were wasted. We have shown upon them in years previously. We have shown upon them the cost of the entire expenditure of the colony of Macao amounts to only \$130,000 annually, including every thing; garrison, fleet and all. Here the Surveyor General alone spends 50 per cent in advance of that sum. If he knew that the office is about to be pulled down—the town clock was made by public subscription—the fountain was gift—new harbor master's office is about to be pulled down—the court house is not safe and is constructed in its bare-faced defiance of all principles of acoustics as the cathedral spire. Where we ask have all these millions of dollars gone to?

It will be observed that the returns for last year give a surplus of Receipts over Expenditure of \$24,299.02, which is satisfactory.

The Balance in hand will stand thus:

Ascertained amount on 1st Jan. 1864, \$475,439.30.

Excess of Receipts over Expenditure for 1863, 24,299.02.

Cash Balance on 1st Jan. 1864, \$499,738.32.

In round numbers there is an annual surplus of revenue over expenditure of \$25,000, and a Cash Balance of \$500,000. The cost of the Mint will absorb half the Cash Balance, no doubt—but where the \$250,000 per annum, which the Duke of Newcastle, (doubtless at Governor Robinson's suggestion,) expects the Colony to pay on account of the expense of the garrison, is to come from, we know not, unless additional taxes are imposed, or unless the profits of the Mint are relied on.

Such is the financial state of the Colony, given in as few words as possible. Avoiding any attempt further to puzzle our readers with dry figures, we nevertheless deem it necessary to review last year's returns, lest it should be supposed that in having passed them we entirely approved of them. The falling off of the revenue for last year, arose from the cost of the Mint, which Governor in his turn having sold all the land he possibly could for the purpose of making his annual returns appear favorable, it has come to pass, that no more land remains to be sold, except the cost of the Mint. The falling off of the revenue in 1863 instead of being \$58,321.88 less than 1862, was \$52,992.30 more—or in other words that much more was collected in 1863 than in 1862, from other sources than the Land Revenue. It remains therefore to be seen under what head this large sum was raised.

Now we maintain, and this is the point at which we desire to arrive, that this sum is made up principally by increased taxation.

The Police and Lighting Rates, \$131,191.11 for 1863, were.....

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Or additional, \$39,228.52.

The Postages for 1863, were, \$511,144.15.

1862, \$507,209.99.

Or additional, \$4,934.16.

Which two items of excess alone exhibit the additional taxation we refer to.

The question is, entirely open, as to whether this really is additional taxation, or whether the increase is to be ascribed to the progress of the colony. Having no data on which to go, we can but decide on our own conclusions, which are decidedly in the effect, that the colony really is retrograded than advanced in 1863, and therefore we submit that the above items are additional taxation.

If we are right, the fact is a very important one. Some years since the Government of this colony proved unequal to the expenditure, and annual applications had to be made

to Parliament for a grant, until finally H. M. Ministers, considering that Hongkong possessed little importance in an Imperial point of view, served the local authorities with notice that on and after the following year, no more Imperial grants in aid would be voted, but that the expenditure must be hitherto within the means of the colony or other.

The colony therefore was made to stand on its own bottom, and now that it has waxed great it is anything but fair, after the revenue has become sufficiently large to meet the expenditure, that additional taxes be imposed for Imperial purposes. We say Imperial purposes, having special reference to the Mint scheme, and to the expected annual installment towards the expense of the garrison.

As a community we are miserably governed, but by no means badly treated. It is true, very true, that the mother country, under whose wing we exist, is heavily taxed, and that we, as loyal subjects of our denizens, enjoying all the privileges of loyal subjects, have no reasonable ground of complaint at being compelled to pay taxes imposed on a far lighter scale than are levied in England, the nation which sustains us. But then it is hard, that we should be deprived of all the rights of citizenship of British subjects, and that, in lieu of the rights of citizenship, we should be compelled to pay taxes imposed on a far lighter scale than are levied in England, the nation which sustains us. But then it is hard, that we should be deprived of all the rights of citizenship of British subjects, and that, in lieu of the rights of citizenship, we should be compelled to pay taxes imposed on a far lighter scale than are levied in England, the nation which sustains us.

If we are to be singled out as the only British colony which is to be taxed for Imperial purposes, in heaven's name let it be understood distinctly whether it is our patriotism or our patriotism that is relied upon. We do not resist the taxation that is being imposed on us, but we do claim the rights and privileges of British subjects, and we demand that we be treated as British subjects, and not as a colony.

As for the Expenditure, in the returns before us, we have little to say except on one point. We are not an advocate for parsimony in the public service, as we do not think that there is no fault to find in the expenditure, except with that which relates to the Surveyor General's department. That the Surveyor General's department is the most wasteful of the colony's expenditure, we have no doubt, and we have no doubt that the Surveyor General's department is the most wasteful of the colony's expenditure.

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